

# **MASS TRANSPORTATION AUTHORITY GENESEE COUNTY, MICHIGAN**

## **DISCUSSION ON STUDENT TRANSPORTATION UTILIZING PUBLIC TRANSPORTATION**

**DECEMBER 1, 2009**

# **MASS TRANSPORTATION AUTHORITY GENESEE COUNTY, MICHIGAN**

Public Authority Established Under Act 55 of Michigan Acts of 1963

- 1972 City of Flint Authority
- 1991 City of Davison Added to Authority
- 1996 Genesee Countywide Authority Established
- 2001 Transportation Expanded to Include Regional  
Service with Interagency Agreements
  - Ann Arbor Transit Authority
  - Saginaw Transit Authority
  - Greater Lapeer Transit Authority
  - SMART
  - Livingston Essential Transportation Service

## **MASS TRANSPORTATION AUTHORITY TRANSPORTATION SERVICE VEHICLES**

### **Fixed Route Service**

- Primary Fixed Routes (29)
- Peak Period Fixed Routes (56)
- Regional Fixed Routes (13)

### **Paratransit Services**

- Curb-to-Curb (109)
- Door-to-Door (10)
- Door-through-Door (10)

## **MASS TRANSPORTATION AUTHORITY TRANSPORTATION OF STUDENT POPULATION**

### **Legal Limitations:**

**In general, recipients of Federal Transit Administration grants may not provide transportation for students and school personnel if that transportation excludes the general public or competes with private school bus operators.**

## **MASS TRANSPORTATION AUTHORITY EDUCATIONAL INSTITUTIONS**

| <u>Institution</u>         | <u>Payment Method</u>                      |
|----------------------------|--|
| • Primary School Districts | Individual Payment                         |
| • Charter Schools          | Purchase Monthly Passes/Individual Payment |
| • Church Schools           | Individual Payment                         |
| • Pre-school Population    | Monthly Passes                             |

Note: · Mass Transportation Authority does not enter into service contracts.

- Schools frequently purchase passes and provide to students.
- Monthly passes are sold throughout the county.
- College Population is not Included

## **MASS TRANSPORTATION AUTHORITY TRANSPORTATION OF STUDENT POPULATION**

|                            |                                      |
|----------------------------|--------------------------------------|
| • Primary Fixed Routes     | Morning/Midday/Afternoon/<br>Evening |
| • Peak Period Fixed Routes | Morning/Afternoon                    |
| • Regional Fixed Routes    | Morning/Afternoon                    |
| • Curb-to-Curb Service     | Morning/Midday/Afternoon/<br>Evening |

## **MASS TRANSPORTATION AUTHORITY PUBLIC TRANSIT CHALLENGE**

- Increase Transportation Needs of General Public
- Financial Issues for Transition
- Reconciliation of School Board Issues
- Reconciliation of Labor Issues
- Need to Adjust School Start Schedules
- Community Acceptance of Change

## **MASS TRANSPORTATION AUTHORITY PUBLIC TRANSIT ADVANTAGE**

- Cost Avoidance
- Equipment Utilization
- Employee Efficiency
- Facility Utilization
- Utilization of Primary Route Service and Peak Period Service
- Regional Service Option
- Paratransit Flexibility
- Community Support for Both Education and Public Transportation  
Increases

## **MASS TRANSPORTATION AUTHORITY SUMMARY**

- Federal Transit Laws Place Limitations on Student Related Transportation
- Transportation Options are Expanded
- There is a Significant Cost Avoidance
- School Board and Labor Issues Must be Addressed
- Community Support can be a Win/Win Situation

## **MASS TRANSPORTATION AUTHORITY CONCLUSION**

- Challenge Exist When You Consolidate
- Service Options Improve Efficiency and Effectiveness of Student Transportation
- There can be Significant Cost Avoidance
- Public Support for Both Education and Public Transportation Increase When Issues are Resolved and Efficiency is Realized